

GTA Board Annual Meeting Minutes

January 23, 2012

County Square, 301 University Ridge, Greenville, SC
Conference Room H (Bauer)

Board Members in Attendance:

Mr. Matt Carter
Ms. Pat Dilger
Mr. Trey Fouché, Asst. Chairman
Mr. Al Gray, Treasurer
Mr. David Mitchell, Chairman
Mr. Jan Williams

Absent Board Members

Mr. Jason Tankersley

Staff in Attendance:

Greg Baney, Transit Planner/Grants Manager
Lorrie Brown, Administrative Assistant
Steve Chastain, Transit Superintendent
Terri Hooper, Grants Assistant
Carl Jackson, Transportation Director
Cindy Poston, Information Specialist
Shelia Schmitt, Transit General Manager

Others in Attendance:

Al Babinicz, Clemson Area Transit
Laura Bauld, Upstate Director-Senator Lindsey Graham
Gordon Branson, Chamber of Commerce Transportation Committee
Keith Brockington, GPATS Planner
Sarah Cook, City Grants Coordinator
Karen Crawford, City Comptroller
Cindy Crick, District Director- Senator Trey Gowdy (4th District)
Frank Curti, URS
Lee Davis, CUICAR
Alissa Ritzo Duncan, GPATS Sustainability Planner
John Edwards, LS3P Neal Prince
Perry Eichor, Simpsonville Mayor
Dean Elliott, City of Greenville Fire Dept.
Megan Finnern, Proterra
Joe Fishburne, City Graphics Manager
Nancy Fitzer, Upstate Forever
Doug Frate, SCDOT

Dennis Garrett, City Parking GM
Courtney Jackson, Citizen
Mandy Jackson, Brown Mackie College
Phillip Lemmon, formerly with ACOG
Scott McIver, Transit Fleet Superintendent
Margaret McJunkin, Phyllis Wheatley Board Member
Xanthene Norris, County Council Member
Fred Payne, County Council Member
Dean Oang, LS3P Neal Prince
Jean Pool, City Development Manager
Wil Ravenhorst, Asst. City Engineer
Dan Rawls, County Council Member
Vincent Rodgers, City Fleet & Safety Services Admin.
Warren Rowe, City Projects Manager
Gaye Sprague, City Council Member
Fabian Unterzaucher, GM Westin Hotel

The meeting was called to order at 12:15 p.m. by Mr. David Mitchell, Chairman.

Quorum established.

The meeting was called to order at 12:00 noon by Mr. David Mitchell, Chairman.

Quorum established.

Approval of December 19, 2011 Board Meeting Minutes:

Public Comments - No public comments.

Presentation by SCDOT Representative, Doug Frate, Interim Deputy Secretary, Division of Intermodal and Freight Programs:

Mr. Frate provided a transit update at the federal and state levels.

Federal Level:

- The SCDOT is still operating under continuing resolutions and have been doing so since SAFETEA-LU (The Federal Transportation Safety Act) expired in 2009. Their latest continuing resolution expires at the end of March. The SCDOT is waiting to see what action will be taken at the federal level in terms of either being able to do a long term extension or being able to finally pass the legislation related to Map 21 or whatever new name or acronym for reauthorization of the Federal Transportation Act. As a result of the continuing resolution, the FTA recently came out with the Fiscal Year 2011/2012 Apportionments and Allocations Notice; this notice only identifies a half year of funding availability for all of the transit properties nationally as well as state entities.
- Generally speaking GTA can expect to receive half of the amount received last year. Hopefully, when they get a continuing resolution or passage of legislation, GTA will get the balance of this amount.
- As it stands for 5307 funding, GTA has a little over a million dollars available to be able to work with now.
- There has been some recent flexibility by Congress pertaining to operating assistance relative to flexibility in fuel costs. Part of what they proposed is being able to allow transit agencies to be able to capitalize the cost of fuel for at least this upcoming fiscal year. This will benefit agencies like GTA; because of the size of GTA there is no operating expenses they have available through the Federal Transit Administration for reimbursement. However, this will ultimately be waived with this new legislation. Looking to capitalize, instead of a 50/50 split which is typically what happens with operating expenses; it will be an 80/20 split. Therefore GTA's fuel costs could potentially be capitalized, and a greater federal share could be recognized. This is important if fuel costs continue to rise as expected. The FTA will be putting

out some guidance very shortly on how they expect to implement the new provisions to capitalize on fuel costs for larger transit agencies. This is something that would be beneficial to GTA/Greenlink.

State Level:

- House Bill # 4637 has a provision to provide free transit service for qualified veterans; this is for all RTAs. Qualified veterans are identified right now as those veterans who are: 1) disabled 2) have been prisoners of war 3) WWI Veterans 4) Korean Veterans and 5) Vietnam Veterans. The issue with this is going to be funding; there is no funding attached to this. Should the service be identified as free service, GTA/Greenlink would still have to make allowances for veterans that may look to take advantage of this new free service, and there is no provision to distinguish between Demand Response and Fixed Route service. This bill was introduced on January 19th and referred out to the Committee on Medical, Military, Public and Municipal Affairs.
- In terms of availability of funding programs, the FTA will publish guidance shortly on this year's round of discretionary funding such as: State of Good Repair under the Bus and Bus Facilities Program as well as the Bus and Bus Livability Program and the Veterans' Initiative which was put in place this past fiscal year. We have had some success recently in SC under these programs such as the project in Seneca where through the Federal TIGGER III grant they were awarded around 4.1 million dollars for the acquisition of electric vehicles and electric fueling infrastructure. We will interpret the guidance and be able to identify what the statewide needs are in order to submit statewide requests to the Feds for some of this discretionary funding.
- There are funding concerns for the state, and some cities are in dire financial straits. Part of the problem stems from the Medicaid brokerage that we have in place; we moved to a new brokerage in August. This has not impacted the upstate as much as other areas in the state, but, this will impact the overall transit funding budget in the state. The SCDOT is looking at innovative ways to try to address the funding shortfall. In terms of small urbanized areas for the state, the state gets one blanket apportionment for small urbanized areas (5307 formula funding). Due to the inability to match this funding at the state level and local level over the years, this funding has built up. We had 20 million dollars in unobligated funding for small urbanized areas. The SCDOT looked at ways of tapping into this and be flexible with this funding and see how it can be provided to large urbanized areas as well as to rural areas. Clemson Area Transit as well as CARTA was able to take advantage of a proposal to receive access to some of the small urbanized area formula funding and in exchange they gave up their mass transit funds over the course of the next four years. What this did was to free up some of this funding in order to be able to draw down additional unobligated 5307 funds. This created more flexibility. Just by freeing up around one million dollars in state mass transit funding per year for the next four years it allowed the SCDOT to tap into between 4 to 16 million dollars in additional federal funding statewide. The SCDOT will be working with other transit agencies to help them obtain these funds.
- It is expected that the state fiscal year 2013 funding program will be presented to the Commission next month. Today was the deadline to be able to receive the applications and budgets in their office for the transit programs whether state mass transit funds or in some cases the 5311 world funding program. The New Freedom and JARC funds will come out at later date. The SCDOT will present this program to the commission at the February Board Commission Meeting. There are a couple of statewide planning efforts. They are going out for public comment, and it is in final draft form. The Inner City Bus Plan will also be presented at the February commission meeting. This takes a look at the extent that inner city regional bus needs are being met and what resources are needed to be able allocate and insure the needs are met. As far as inner city bus needs go, over the last ten years we have seen bus stops and inner city bus service stations drop from 50 to 19. We have areas in SC that are not served by inner city bus service; however, we have 87% of our state's population within 25 miles of an inner city bus stop which is a rule of thumb within the inner city bus industry. The SCDOT acknowledges that there are ways to work better within the provisions for inner city and regional bus service. The SCDOT wants to work with public transit agencies to help them to address those needs as well.
- They are also going out soon with an update to the state Multi Modal transportation plan which was developed approximately 5 years ago and as part of this effort they developed regional transit plans and regional human services coordination transportation plans. This will be done again this year. As part of this effort there will be again a statewide transit plan and 10 regional public transit plans to address those public transit and human services transportation coordination needs. They will also develop statewide rail plan which will include both freight rail purposes and inner city rail and passenger rail services. They want to work closely with GTA and other state stakeholders for the development of this effort.

Opportunity for Questions at Conclusion of Mr. Frate's Presentation:

- Gordon Branson asked for clarification of 5307 funding. Mr. Frate stated that this is the formula for all urbanized transit agencies (large urbanized areas are Greenville, Columbia, Charleston, and Aiken portion of Augusta tri state large urbanized area etc.). Currently under this program, large urbanized transit agencies are not eligible to use FTA funding for operating assistance. Small urbanized agencies are Spartanburg, Rock Hill and Sumter. These agencies also receive 5307 formula funding from the FTA which is based on the national formula and is passed on by the SCDOT through state transit providers. By comparison 5311 is a rural formula funding program and also comes from FTA through the SCDOT (Clemson Area Transit).
- Councilor Payne questioned how this would affect the Mauldin/Simpsonville relationship. He was informed that Mauldin/Simpsonville is a small urbanized area. GTA is exploring looking at a commuter service between Mauldin, Simpsonville and Greenville. Since they are small urban systems they can use their rural formula apportionment from FTA

for both operating expenses at a 50/50 formula as well as capital expenses such as vehicle maintenance and vehicle acquisition, etc. The provision will provide greater flexibility in terms of how fuel cost is categorized. It will benefit Mauldin/Simpsonville and Greenville and Spartanburg. Mr. Frate stated that Rail is done through the DOT and they are working closely with their planning office. For the provisions we have a statewide rail plan and statewide transit plan. They will also be developing a new statewide freight plan.

- Mr. Carter stated that we would like to offer input. Mr. Frate stated they have not gone out on the street with it yet, but when they do go out they will develop a large stakeholder group. In addition they will develop more focus stakeholder and steering committees for study commissions for each of the individual planning components (statewide transit and rail). They will look to counties, cities, municipalities, transit agencies, regional planning agencies and MPOs to play a key role in this effort. The SCDOT will have periodic meetings on some of the more pressing topics to provide information and solicit feedback. Mr. Carter stated that in regards to the Veterans Bill, Fixed Route makes sense; however, Demand Response is very expensive to operate. Demand Response is a federal requirement that GTA must meet. Mr. Frate stated that it is his understanding that Demand Response will not be exempt in this bill. Mr. Carter asked where we could go to give input on how this will impact our organization. Mr. Frate responded that this should be communicated through the committee at the state level (SC General Assembly). GTA should refer to the house committee on Medical, Military, Public and Municipal Affairs.
- Mr. Frate expects the urbanized area in Greenville to expand somewhat. It was initially proposed that certain small urbanized areas would be swallowed up by large urbanized areas. In SC, it was initially proposed by the US Census Bureau that the Greenville urbanized area would encompass Spartanburg and Mauldin/Simpsonville. The impact to Mauldin/Simpsonville is they would lose their ability to use their formula funds for operating assistance and it would expand the urbanized area. The latest information received is that the small urbanized areas that are currently in existence may retain their small urbanized destinations and status. Secondly, there is some movement to raise the threshold for what counts as a metropolitan planning organization for planning purposes from 50,000 in population to 200,000 in population. Some of the small MPOs, as far as the Feds are concerned, may no longer be in existence for the purpose of the federal planning requirements and federal planning funding, etc.

Approval of December 19, 2011 Board Meeting Minutes:

A motion to approve the December 19, 2011 Board Minutes was made by Al Gray. The motion was seconded by Mr. Trey Fouché. No opposers. The motion carries.

Committee Reports

Development Committee Report (Given by Mr. Trey Fouché):

- The committee met on January 17th.
- The Committee received an update from Warren Rowe regarding the Clemson MBA students working with GTA/Greenlink to assist in developing a business plan for Phase III of the Transit Center Renovations. The renovations are almost completed. The Washington Street side is considered Phase 3 (upper level in front of the Parking deck). We are looking at ways to utilize this area, and the Clemson MBA students will assist us by doing a business plan to determine what is best use for this area is. We are looking at multimodal ways of utilizing space including bike programs, etc.
- Preliminary Sketches were presented for the 106 Augusta St. property where we will put a mural on the windows facing the street. The sketches were sent to the Board.
- The Cost Efficiency report was discussed. Cost efficiency was down slightly due to two holiday shutdowns.
- Bus shelters continue to go up. We have ordered a narrower bus shelter where standard shelters do not fit.
- We continue to work with the downtown hotel group to attempt to get service to GSP and the TD Center.
- The Travelers Rest shuttle funded through JARC stopped at the end of November. This shuttle connected Travelers Rest to Publix and Furman. We are exploring ways to provide our own service. We are looking at options involving partners.
- CAD/AVL – Staff is getting shelters and bus stops into GIS program so that info put in is accurate. We will be able to connect with Google Maps.
- Revenue looks good.

Finance Committee Report (Given by Mr. Matt Carter):

- Discussions continued regarding overtime; which has gone down. We continue to look at overtime for Vehicle Maintenance. Overtime increased in November due to the holiday.
- The Fuel and Lube line item shows we are at 20% of budgeted amount already. This will continue to be a problem. We increased in part due to having to add an additive in our fuel to meet EPA requirements. This is in addition to the cost of fuel increasing. This one line item caused the most concern for the committee. Our account balances looked good.

The Finance Committee recommends to the full Board approval of total invoices in the amount of \$302,373.70 (regular invoices \$301,108.70 and JARC/New Freedom invoices (\$1,265.00). A second is not required, since this is a recommendation from the Finance Committee. No opposers. The recommendation carries.

January 2012 GTA Finance Board Invoices

Date	Company	Description	Invoice #	Amount
1/6/2012	City of Greenville	GT Board Contract – November 2011	72758	269,565.70
1/5/2012	Bank of the West	Loan payment on Chance Coach buses	1934730	23,700.11
1/6/2012	BikeLid LLC	Covered bike storage units – Phase III Bike Station		4,490.50
12/31/2011	LS3PNeal Prince	Design fees – Phase III Bike Station	25839	3,312.95
12/9/2011	TD Bank	Board Member Orientation		39.44
Total				\$301,108.70

JARC/New Freedom Invoices

Date	Company	Description	Invoice #	Amount
12/30/2011	Miracle Hill Ministries	Operating Costs Reimbursement Oct. – Dec. 2011		1,265.00
Total				\$1,265.00

Grand Total

\$302,373.70

1. The invoice relates to the various items, applicable portion grant funded, GTA responsible for 20%.
2. The invoice relates to JARC/New Freedom grant.
3. The invoice relates to the Transit Center Renovation project, 80% grant funds, local match provided by the City.
- * Net of premium credit memo for \$3,850.00 to delete bus from auto policy and \$270 overpaid in September 2011

The Fraud Risk Assessment Policy was discussed. This was an action item that came up on a past audit. A Fraud Policy was developed for GTA. Ms. Crawford stated that this was discussed last June at the Board Retreat. It was presented at the Retreat and aspects discussed. No comments were received from the Board. The Policy has gone through legal.

The Finance Committee recommends approval of Fraud Risk Assessment Policy as presented. Since the Recommendation comes from the Finance Committee, as second is not required. No opposers. The recommendation carries.

Management Report (by Carl Jackson):

Contents:

- **About Greenlink** – GTA was repackaged under the brand name called Greenlink. We receive funding from the state and federal government. The local appropriations from the City and County allow us to operate the service daily. Greenlink is operated by the City of Greenville and supported and funded by the County. It is managed as an enterprise fund in the City. The City provides transit operations (maintenance and administration).
- **Greenlink Team** – Mr. Jackson (Transportation Director) reports to John Castile, Greenville City Manager. His team consists of Shelia Schmitt (Operations), Greg Baney (Planning), Terri Hooper (Grants) and Dave Baxter (JARC/New Freedom Coordinator). We also get support from Vincent Rodgers and Scott McIver (Public Works) for our Vehicle Maintenance area as well as Karen Crawford (City Comptroller) and Warren Rowe (City Projects Manager-Construction Inspection). We have partners such as Keith Brockington (GPATS) and representative from ACOG. We also receive in kind and indirect service that GTA receives from the City and the County.
- **About GTA** – GTA is a regional large urban transit authority under the federal rules. It was established under state law to receive all transit funds for the region (whether state, federal, local, private etc.). Whatever funds we get have to come through the GTA Board. We have governing documents and the Board has bylaws. We have transit authority regional laws that set up rules for transit authorities in the state. We have an intergovernmental agreement referred to as "Tri Party Agreement" which is an agreement between the City, County, and GTA which states how they are going to support public transportation both financially and with in-kind and indirect services. We also have an operating agreement between the City and the County which will expire June 30, 2013. The City and County fiscal years start July 1st. Staff will recommend to the Board that we have the operating agreements re-approved. Greenlink's fiscal year starts October 1. We have new agreements with Mauldin and Simpsonville, and we will roll out service in October. They will turn their small urban formula over to GTA so that we can provide service to them.
- **GTA Board of Directors:**
GTA has 3 state appointees (Ms. Pat Dilger, Mr. Matt Carter and Mr. Jan Williams), 2 County appointees (Mr. David Mitchell and Mr. Al Gray) and two City appointees (Mr. Jason Tankersley and Mr. Trey Fouché). The County and City liaisons are Mr. Fred Payne (County Council) and Ms. Gaye Sprague (City Council).
- **2011 Accomplishments:**
 - We replaced 90% of our fleet. This was major towards improving service. The fleet was in poor condition. Buses no longer leak when it rains. Buses are reliable and clean.
 - Terminal renovations have occurred.
 - On time performance is at 100%. We have extended hours and service in Greenville County. Ms. Schmitt worked with her staff to rework the schedule and put service where it was needed.

- A JARC shuttle was started.
- The CUICAR/St. Francis public and private partnership is a success story. This is one of our first public/private partnerships; we partnered with them using JARC/New Freedom funds.
- Miracle Hills Ministry and the City Parks and Recreation Department partnered with us to get new vans through the JARC/New Freedom programs. Eighty percent of the cost was paid utilizing federal funding. *These accomplishments were made without additional appropriations.*
- The Mauldin/Simpsonville route will provide bus service in the area, and funds that were not utilized will now be utilized. They voted almost unanimously to approve GTA operating this service and manage funding available to them.
- Safety, Security and Emergency Preparedness Plan (SSEPP) First Responders Seminar was held to promote safety with approximately 40 persons in attendance. Terecia Wilson from the SCDOT did a presentation on the importance of Transportation and First Responders when local disasters strike such as floods or events pertaining to national security. The Federal government can commandeer buses. We now have protocol established should this type of event take place. Many elected officials do not know that transit has a role in emergency evacuation plans. We are pushing for SSEPP certification and we have submitted our initial application to CTAA. The next step is doing a desk top conference call. If we pass the desk top conference call we will have provisional certifications.
- **Lessons Learned:**
 - Revenue miles up because service has been extended to places such as the Greenville Tech Northwest campus.
 - Accidents increased; however, they were not driver related.
 - Demand Response is up
 - Revenue miles are up because we have stretched service.
 - Swap outs have had some improvement.
 - The National Transit Data Base looks at ridership based on number of trips. Using this system we had an increase in ridership for the last three years. Mr. Jackson projects that we will have over 800,000 riders by the end of the fiscal year. We had more than 160,000 additional trips since 2009 when the City and County came together to improve transit.
 - Revenue last year was greater than our revenue this year due in part to federal apportionment where we had federal money to purchase buses in 2012. We also received an increase in our appropriation by the state. Advertising revenue was flat; this was consistent with the economy.
 - Budget to Actual (unaudited version) - A deficit was found, but it was able to be balanced because we had a surplus the previous year. The fare increase will help us going forward. In terms of fare increase on ridership, it dipped slightly the first month of the increase. However, consistently afterwards, ridership still increased during the first six months the fare increase was in effect. The fare increase allowed us to bring in additional revenue. In the transit industry usually when there is a fare increase, there is usually a 2 to 1 % decrease in ridership in proportion to revenue. However, in this case it did not occur. He feels what contributed to this was the fact that buses are cleaner, safer and more reliable. One thing we learned about the fare increase was the revenue and ridership in our particular place was not really affected. We are going to have some challenges going forward. The decision to raise fares might not be a bad idea and perhaps we were too low in the beginning.
- Tiger III – Ms. Dilger had asked that we do an analysis. This was not just for buses. There appears to be a large portion of rail projects which were approved. One area that did receive funding in our state was by Beaufort; however, they did not get the 30 million dollars applied for (they received 12 million). Only one project was funded in SC.
- Vision and Master Plan – A lot of work went into this plan. Mr. Jackson recommendation to the Board is that we go back and take another look because there is not enough in the plan which addresses transit oriented development, and this appears to be what the federal government is funding. He also recommends to the Board moving forward in 2012/2013 that more work be done with local and state elected officials to get them on board with the plan. We need to do a study to garner support and get additional input from the elected officials.
- 2012 Forecast:
 - GTA must ask for increase in local appropriations. We appreciate the \$355,000 contributed by the County. However, we have additional costs that are not covered by the fare box. Staff will go before the GTA Board to request permission to request additional appropriations.
 - Mauldin/Simpsonville Service – Buses ordered. Service is scheduled to start in October. We will have a few more public hearings before starting service.
 - GSP Express Route – We have been meeting with downtown hotels to discuss a route to GSP. We need to find a way to get to GSP airport.
 - Phase III of the Transit Center Renovations - We will look at the Washington St. side of the transit center to take advantage of some of the new development.
 - CAD/AVL – Mr. Jackson attended a kickoff meeting; Shelia Schmitt is at the helm. This will revolutionize the way that people can interact with the transit system. Not only will we tap into satellite so customers can identify on the internet or phone location of buses. We will also be able to generate reports we currently cannot generate.
 - New Financial Management Software – This software will help move us away from QuickBooks and bring us into the 20th century.
 - Completion of Marketing Plan - In our Strategic Management Planning Session, it was felt that this was necessary in respect to customer communication and communications in the community. Our new JARC Coordinator has been working

on our marketing plan and the first draft is 75% complete.

- Ticket Vending Machine – We should have this in place this year.

- Customer Service – City Hall wants us to have customer service video screens in terminal so customers can connect to downtown.

- We will request additional appropriations from the local providers/governments. Staff will bring a package to the Board for approval prior to the next budget.

- Greenville Tech Survey – Mr. Jackson thanked County Councilor Fred Payne for volunteering to work with us on this with the County. We hope to get this done. We are trying to develop fare free service between Greenville Tech. and other colleges in Greenville.

- Safety and Security – we are moving this forward

- Bike Lids – We are getting bike racks to be distributed in four locations downtown. One will be in front of City Hall, two in front of the Transfer Center and an additional one at Spring Street Garage. The racks will have the Greenlink logo. This will bring in some revenue, but most importantly they will help change the image of GTA.

Opportunity for Questions at Conclusion of Mr. Jackson's Presentation:

- Councilor Fred Payne asked Fabian Unterzaucher as member of the hotel group to give his feelings on the need for service to GSP. Mr. Unterzaucher stated that from the downtown hotels perspective there is a huge demand for people going back and forth from the airport. Mr. Payne asked how this route would operate. Mr. Jackson stated that this is a service question. He stated that right now this is being discussed and we are using the total cost allocation method to determine the cost. We have some issues in being able to get people from one location to another whether by some type of circulator or whether we are going to sweep all of the hotels or all of the public garages (which could serve as park and rides downtown to get people to the airport). This part has not fully been explored. It has been mentioned that Greenville and trolleys fit very well. We could potentially tap into the TD Convention Center. There is a disconnect in getting people from downtown on a consistent basis to the convention center in a way that it is not an inconvenience, is fun and people are willing to use it as a matter of choice. Mr. Carter stated that what he liked about this was that we had a group of private companies contact us with a need where we would all would benefit, and they were willing to contribute. People need a cost effective way to get from the airport to downtown Greenville, and right now there is not a way to do this using a bus/transit. Most large cities have a bus to take them downtown on a regular schedule. Right now people have to pay for taxis or rental cars or the hotel has to pay. He feels this would be an actual route. We have had success with CUICAR and St. Francis, and we have performed very well. He stated that performance is the key.
- Gordon Branson had a question regarding the budget forecast for 2012/2013. He asked if we capitalize on the legislation mentioned by Mr. Frate regarding fuel cost how this will affect the budget for next year. Mr. Jackson deferred this question to Greg Baney. Mr. Baney stated that right now we have \$500,000 out of a 4.5 million dollar budget set aside for fuel. If we can capitalize on fuel and get 80% reimbursed we can save \$400,000 that can be added back into an 8/20 match budget. Which means we will basically increasing our matching funds by \$400,000.
- Outgoing Chairman's Comments – Chairman Mitchell thanked Mr. Jackson and his staff. He also thanked the GTA Board. He stated being on the Board from his perspective is like having a second job. He further stated that the Board works well together, and a lot has been accomplished and he is proud of the work the Board has done. He thanked City staff for the support they provide to GTA/Greenlink and he also thanked City and County Councils for their contributions and commitments received financially. He stated that we will probably be asking for additional appropriations from the City as well as the County. GPATS has done a wonderful job for us and he thanked Keith Brockington for the support he provided. We have accomplished a lot as a Board with the Greenlink/GTA staff. He is very pleased with the transit center renovations (phase I and phase II) with Warren Rowe's help. Neal Prince has done a great job getting the Transfer Center operational. He hopes the public will go by and look at the changes. He looks forward to Phase 3. We have 7 new buses on the road. We hope to continue to expand our system. The partnership with CUICAR has been very successful; there has been talk of expanding this route. JARC/New Freedom is a good program. Miracle Hills Ministry and the City Department of Parks and Recreation benefited from this program. Others are encouraged to apply for this grant. We took part in the "Footloose" initiative during "Fall for Greenville" where persons were urged to leave their cars at home and use transit and other means of transit other than their cars. We hope to expand on it next year. We now provide free ridership to city and county employees. Many persons were disappointed in losing the Travelers Rest shuttle; we hope to get service back to Travelers Rest and connect the northern part of Greenville to Cherrydale. Getting service to GSP is a tremendous project. We need to expand our ridership beyond current individuals who use the bus, and we are working to have a world class system that everyone is comfortable using.
- GTA Nominations of Officers for 2012 GTA Board: Ms. Dilger stated that the nominating committee voted to reappoint the current officers as follows (There were no additional nominations):
 - Mr. David Mitchell, Chairman of the Board
 - Mr. Trey Fouché, Asst. Chairman
 - Mr. Al Gray, Treasurer
 - Mr. Carl Jackson reappointed as Board Secretary.

This was communicated to other board members on January 4th when seeking nominations.

Ms. Dilger made a motion to reappointment current officers and also to reappoint Carl Jackson as Board Secretary. The motion was seconded by Mr. Jan Williams. No opposers. The motion carries.

Additional Comments:

- Mr. Carter questioned whether auditors needed to be selected. Mr. Mitchell stated that since this was Greene Finney and Horton's second year they would not have to be reappointed. The appointment of auditors will take place after three years.
- Mr. Williams stated that he has concerns with the additive being added in fuel. He asked know how many gallons of this additive are used, since this additive costs \$4.00 per gallon and how many miles we get per gallon. Scott McIver will provide this data at the next Development committee meeting. Mr. Mitchell also asked him to provide the regulations.
- Mr. Carter thanked the City and County for their local match. We have made a lot of improvements; this is due to local match and installations of shelters.
- Pat Dilger stated that she is proud of the push towards creating more public/private partnerships. It is key in being more viable and increasing our market group.
- Mr. Mitchell thanked our partners and in particular the Transportation Committee of the Chamber of Commerce. He stated the GTA board is here to serve our partners.
- Gordon Branson stated that the Transportation and Infrastructure Committee of the Chamber will meet Friday morning at 8 am. The local representative from the SCDOT council will be in attendance. He stated that there should be very lively conversation.

A motion was made by Mr. Trey Fouché to adjourn. The motion was seconded by Mr. Al Gray. No opposers. The motion carries.

Prepared by:

Lorrie Brown

Lorrie Brown, Greenlink Administrative Assistant

Date:

1/23/12

Approved by:

David C. Mitchell

Mr. David Mitchell, GTA Board Chairman

Date:

3-26-2012